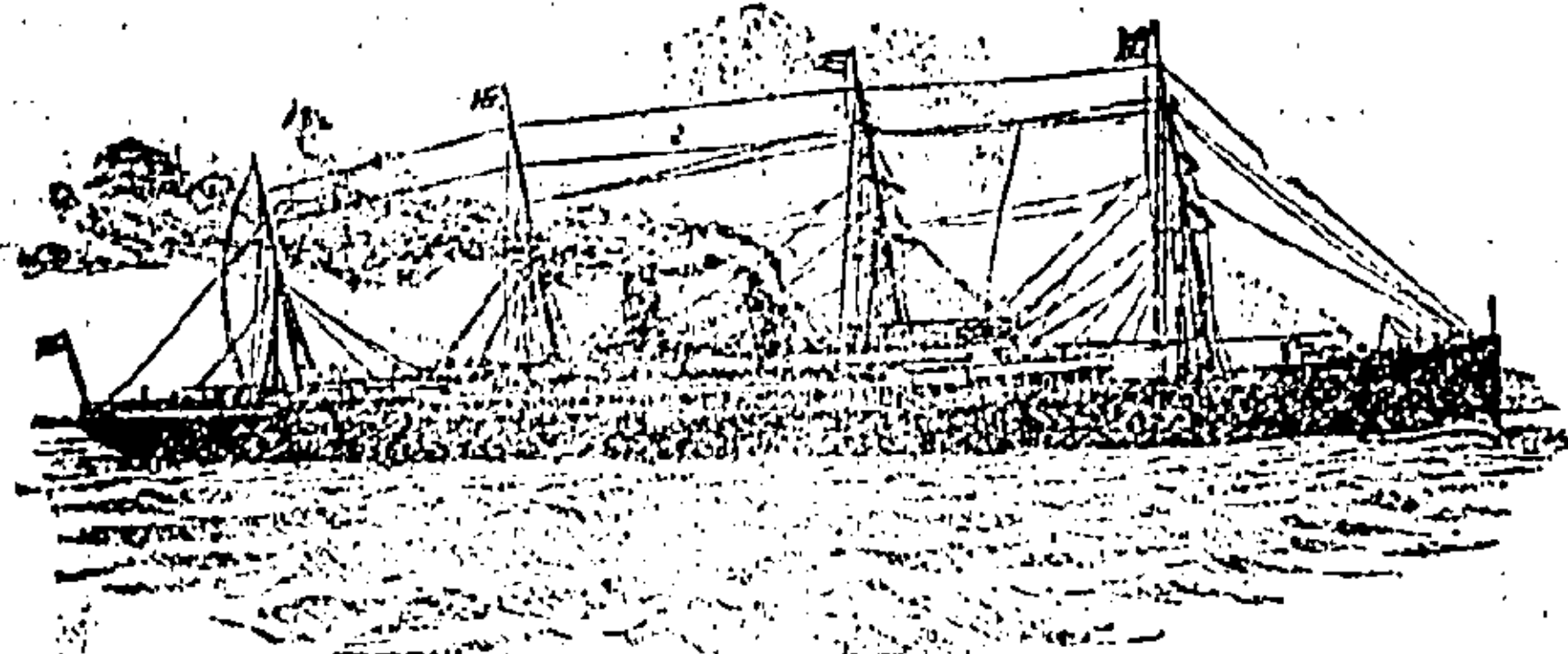


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA".....	11,284 Gross Tons.....	TUESDAY, 1st December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,305 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIS".....	4,784 ".....	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 ".....	SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA" 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 30th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 4th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, (TARTAR and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
Borck.....	HAVRE and HAMBURG.	15th Dec.	Freight.
ARAGONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th Dec.	Freight.
Forst.....	HAVRE and HAMBURG.	5th January, 1904.	Freight.
NURNBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Jan.	Freight.
AMBURG.....	HAVRE and HAMBURG.	2nd Feb.	Freight.
Duckstein.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	16th Feb.	Freight.
NUBIA.....	NEW YORK via Suez.	1st Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
"POWAN,".....2,338 "....."....."....."....."....."
"FATSUN,".....2,293 "....."....."....."....."....."
"HAKOYA,".....2,373 "....."....."....."....."....."
"KINSHAN,".....2,865 "....."....."....."....."....."
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG HAN,".....1,998 tons.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....2,19 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons.....Captain B. Branch.
"NANNING,".....569 "....."....."....."....."....."
"TAK HING,".....618 "....."....."....."....."....."
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 7th November, 1903.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	Kobe and YOKOHAMA.	Second half of December	SPORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.
Hongkong, 30th November, 1903.

[1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339e]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

GO TO THE

KOWLOON HOTEL,
FRANK F. JEWELL, KOWLOON. J. W. OSBORNE,
Manager. Proprietor.HOTEL CRAIGIEBURN,
FLUNKER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

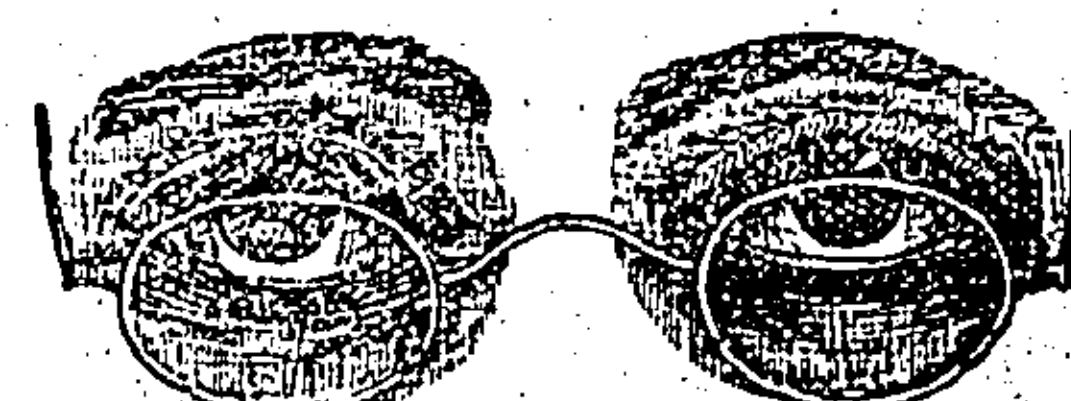
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

EYE-SIGHT.



Mr. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e]

WANTED.

A CHINESE MESSMAN for Ward Room
Officers' Mess, H.M.S. Talbot.
Apply—

ON BOARD.

Hongkong, 24th November, 1903. [1415e]

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of EDWARDS, PIRY & COMPANY, LIMITED, will be held at the Company's Offices, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.
2. That the Company be wound up voluntarily, so far as it was necessary for winding up.
3. That Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. [1404e]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts, to the 30th April last, and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e]

DEUTSCHE WEINGESSELLSCHAFT
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEIGHART, a red Ahr Wine at \$18.50
GRAEBER, Moselle.....at \$16.50
LAUBENHEIMER, Hock.....at \$15.00
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.,
Hongkong, 16th October, 1903. [1259e]

NOTICE.

REFERRING to the advertisement under-
neath we have this day transferred our
Business and Trademarks, together with all
Assets and Liabilities to the HOLLAND-
CHINA HANDELSCOMPAGNIE (Holland-
China Trading Co.), which will collect and dis-
charge all accounts due to and owing by us.

HOTZ, SJACOB & Co.
HOLLAND-CHINA SYNDIKAAT.

Rotterdam, 1st October, 1903.

WE have this day established at ROTTER-
DAM, HONGKONG, SHANGHAI and
TIENTSIN, taking over as going concerns the
Business and Trademarks together with all
Assets and Liabilities of Messrs. HOTZ,
SJACOB & Co., and the "HOLLAND-
CHINA SYNDICATE, LTD."

Messrs. J. H. COLLIERON, S. J. R. DE
MONCHY, Jr. and F. B. SJACOB have been
appointed General Managers, and we have
authorized Messrs. G. BARKER, G. BRUSSE,
J. HUIDEKOPPE, W. KERN and C. A. WEGELIN,
to sign the Company per procuration.

HOLLAND-CHINA HANDELS-
COMPAGNIE.

(HOLLAND-CHINA TRADING COMPANY).

Rotterdam, 1st October, 1903. [1423e]



PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACLEWEN, FRICKEL & CO.,

3, DUDDELL STREET

1st September, 1903. [650e]

KEEN-ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [19]

Intimations.

A. S. WATSON & CO.,
LIMITED.WE ARE SELLING
AN UNIQUE SELECTION
OF THEPUREST AND BEST
CONFECTIONERYRECEIVED FROM THE
LEADING LONDON AND PARIS
HOUSES.Comprising the simple kinds to those
of the
MOST RECHERCHE DESCRIPTION,
DAINTILY PACKED.AN EXCEPTIONAL GOOD
ASSORTMENT
OFCHRISTMAS
AND
NEW YEAR CARDSFOR DESPATCH BY THE
HOMELAND MAILS.A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, 20th March, 1903. (1355e)

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to the Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.00 per quarter is charged for postage.The postage on the weekly issue to any part of
the world is 30 cents per quarter.Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 30, 1903.

AMERICA-CHINA TRADE.

During the month of September the miscel-
laneous products shipped from San Francisco
to China, Japan and Far Eastern ports, and
including the Philippines, aggregated
\$1,036,994, against \$846,519 during the same
month last year, thus showing an increase of
\$190,475. For the calendar year ending Decem-
ber 1902, the exports from Puget Sound
and Willamette were \$46,381,250 as against
\$38,047,625 for the two Californian ports of
San Francisco and San Diego. In steam-
ship tonnage, Puget Sound has risen to the
position of leading port on the Pacific Ocean,
no less than 52,049 having entered, and
69,909 cleared in the month of February, as
compared with 47,443 entered and 57,731
cleared at San Francisco. Portland and
Puget Sound ports are restricted in their
foreign export trade chiefly to a few com-
modities which are native products, such as
wheat, flour, lumber and canned salmon,
but, of late, a considerable quantity of fresh
apples has been shipped from the former
port to the Orient, where they find a profit-
able market. A recent dispatch from that
city states that the British steamer *Alga* has
entered the Columbia river, and will proceed
to the port to load 12,000 tons of flour and
wheat for the China ports. Apart from
the fact that she is the largest craft that
ever crossed the Columbia river bar, and
that this will be the largest flour cargo that
has left the United States, she is the biggest
freight-carrier that has so far visited the Pacific
Coast, although some of the Pacific Mail
liners trading regularly between San Fran-
cisco ports and the Orient approximate very
closely to her in size and carrying capacity.
This denotes a healthy growth in the Oriental
trade. It is said that Portland and Puget
Sound ports are profiting materially this year
in their grain and flouring shipments abroad
from the shortage in the grain crop of Cali-
fornia, otherwise the *Alga* would have
doubtless taken her cargo of grain and flour
for the Orient from San Francisco instead of
from Portland. Several ships originally
chartered to load grain at San Francisco for
other foreign ports have been sent north for
the same reason. But even in the shipment
of grain abroad there is a marked difference
between the business of the northern ports
and this, says the *S. F. Chronicle*. Since
the movement of the new crop began San
Francisco has sent out forty-two wheat
cargoes in ships ranging in register from
1,500 to 2,600 tons, whereas from Portland and
Astoria only five have sailed and from Puget
Sound only two had cleared up to a month
ago. But it must be remembered that the
foreign exports of San Francisco, particu-
larly those destined to Oriental ports, embrace
a great variety of miscellaneous products,
besides grain, flour and canned salmon. On
the last voyage of the mail steamer *Siberia*
she had a miscellaneous cargo, the major
part of which consisted of California manu-
factured products valued at \$380,255. Ex-
cepting \$6,427 destined for Honolulu, the
remainder of this valuable cargo was shipped
for distribution in Hongkong, Japan, the
Philippines, India, Straits Settlements, Java,
Sumatra, Singapore, Korea, Manchuria and
other ports on the Chinese coast. Puget
Sound is, of course, the logical gateway of
the United States to the Pacific Orient; for,
the most direct route from either San Fran-
cisco or San Diego to Japan or China,
instead of being westerly by way of the
Sandwich Islands, is northerly past Puget
Sound and the Behring Sea, and is, in fact,
shorter by about a week's voyage for a fifteen
knot vessel and nearly nine days for a twelve
knot vessel. Hence, it is possible that in
the near future the large output of goods
destined for the Oriental market will arrive
in China in less time than our huge liners are
at present bringing it across the Pacific.

LOCAL AND GENERAL.

While hunting at Blindheim, the Kaiser sank
in a bog up to his shoulders. He was rescued
by his suite.The Cologne *Kölnische Zeitung* says that
there are many signs of Mr. Chamberlain's
ultimate success.COLONEL Cody the inventor of the war kite,
has crossed the English Channel from Calais
in a collapsible boat, drawn by the kite.H. M. SHIPS *Challenger* and *Encounter* will be
commissioned for service on the Australian
station under the new naval agreement.The appeal of Mme. Humbert and her associates
against the sentences recently passed upon
them in Paris, on charges of fraud, has been
disallowed.FOUR Englishmen have been arrested in con-
nection with the robbery of £16,000 from the
Northern France Railway messengers at Paris
in March 1900.MRS. Booth-Tucker (daughter of General
Booth) and Colonel Holland, both Salvation
Army officers, have been killed in a railway
accident in Missouri (U. S. A.)The King has laid the foundation-stone of a
sanatorium for consumptives at Midhurst, a
small market town in Sussex. The building
cost £60,000, and covers 150 acres of land.The King's Bench Division has granted a rule
in connection with the transfer of the trial
of Whittaker Wright (of London and Globe
Corporation notoriety) to the High Court of
Justice.LORD Curzon, Viceroy of India, will return to
England next May. It is understood that he
will be re-appointed in August. Lord Amthill,
Governor of Madras, will act as Viceroy in the
interim.QUEEN Alexandra, who donated £1,000 to start
the Lord Mayor's Fund for the enlargement of
St. Bartholomew's Hospital, West Smithfield,
E.C., has been appointed the first lady governor
of the institution.EXPERIMENTS made for the defence of Ports-
mouth included the explosion of 100 casks of
gunpowder in Stoke Bay. Many tons of fish
were killed, and the shock was felt throughout
the Isle of Wight.A FRENCH fisher girl at Ushant (Fr. n. c.)
swam in her clothes to a boat containing six
shipwrecked sailors. The men were in a
perilous position in a fog, and their rescuer
steered them to safety.VICEROY Tuan of Chili is said to have ordered,
through Governor En of Kiangin, 60,000 piculs
of rice at Chungking. Deputies will soon
arrive at that Port to take delivery of the rice
and tranship it to Chihli.At the Happy Valley next Saturday the fol-
lowing will take place:—
Hongkong Cricket League will be played. (R. E. v. H.M.S. *Tamar*, Parsee v. A. O. C.)
and Craighower v. H.K. C. C. "A" team.At the instance of the Scotland Yard authori-
ties, an Armenian named Krikoris, supposed to
have been an associate of the murderer of M.
Sagouni, president of the Armenian Refugee
Society in London, has been arrested in
America as a fugitive from justice.SIGNOR Marconi, who, throughout the voyage
on the battleship *Duncan* from Portsmouth to
Gibraltar, succeeded in maintaining constant
communication with England, did but little
wireless telegraphing in the day-time, the sun's
rays interfering with the transmission of his
messages.MESSRS. F. Eckstein and Co. (representing
Wernher, Beit, and Co. upon the Johannesburg
goldfields) are employing secretly-introduced
Italian miners upon the mines which they
control. The British workers object to the
presence of the Italians, and threaten to strike
work in consequence.THE British Admiralty has ordered three 21-
knot cruisers for Sir W. G. Armstrong,
Whitworth, and Co., Newcastle; Fairfield
Shipbuilding Co., Govan; and Vickers, Sons,
and Maxim, Barrow. Four 25-knot scouts
have also been ordered, and shortly orders will
be placed for the construction of three
18,000-ton battleships.PRINCESS Radziwill is suing the trustees
of the late Mr. Cecil Rhodes' estate for
£1,400,000, basing her claim on Mr. Rhodes'
alleged agreement in June, 1897, and notes in
his handwriting. She declares that the proceed-
ings at Capetown were a miscarriage of justice,
and due to the fact that South Africa was at
the time under martial law.THE sale of two well-known steamers of the P.
and O. line is reported. The *Maxilla* was
disposed of for £9,100 to Mr. Pittaluga,
of Genoa, and the *Parmatta* was sold to a
Bombay firm. Both steamers have been on
the Hongkong line, and the *Maxilla* it will
be remembered, was fitted out here as an
armed cruiser during the Russian war scare
some years ago.THE steamship *Lyra*, which arrived at Tacoma
from Manila on 25th ult., took the largest cargo
of hemp that ever crossed the Pacific ocean in
any vessel, aggregating 2,142,000 pounds, and
being valued at \$734,000, making it the most
valuable cargo brought to that port by an
Asiatic liner in many years. Besides hemp,
she had over 9,000 rolls of matting to discharge,
1,500 bags of rice from Borneo, a consignment
of tea from Ceylon, and a consignment of pep-
per from Borneo.At a mass meeting of the employees at Lord
Penrhyn's slate quarries, at Bethesda, in Wales,
161 of the men avowed resuming work.It is believed in St. Petersburg that Prince
Alexieff, Russian Viceroy in the Far East, who
is about to visit the Russian capital, strongly
favours a war policy.While cycling along the Caine Road on
Saturday, Mr. J. Dyer Ball collided with a
coolie and was thrown heavily to the ground
sustaining a severe shaking.THERE were 55-02 applications for 5,000 seats
to hear Mr. Chamberlain speak in Liverpool
under the auspices of the Working Man's
Conservative Association.THE Kaiser, in presenting a cup for an inter-
national trans-Atlantic yacht race in 1904,
hopes to stimulate the building of a type com-
bining seaworthiness with safety and comfort.ARGO arriving to-day by the Japanese mail
steamer *Yavata Maru* was a fairly large one,
consisting of 401 tons lead, 100 tons fertiliser,
200 tons tallow, a quantity of wood, and
sundries.UNITED States diplomats assert that Japan
in 1902 intrigued with the Filipino leaders with
a view to obtaining coaling stations in the Phi-
lippines. The Japanese Legation in London
denies this assertion.THE Governor of New South Wales has received
a letter from Admiral Kamimura, of the
Japanese fleet which was recently in Australian
waters, thanking His Excellency for the
hospitality received while there.MISS Jackson and Miss Hande, who left Syd-
ney and Melbourne respectively under engage-
ment to the Sultan of Johore as typists, and
who went no further than Singapore, are now in
Perth, where they have established themselves
in business.ADMIRAL Sir Cyprion Bridge, G.C.B., is ex-
pected at Shanghai on the 16th proximo, and
according to the *N. C. D. News*, his present
intention is to remain there through the winter
and until the arrival of his successor, Sir Ger-
ard Noel, K.C.B.H. M. GUNBOAT *Briton* has been sent out
to look for and destroy the wreck of the steamer
Arnold Luyken in the Formosa Channel. The
N. C. D. News says: Why one of the smallest
vessels on the station should be sent to do
such an important job in the N.E. monsoon is
difficult to understand.MR. E. B. Tredwen, of the well-known firm of
Gilbert J. Macaul and Co., and chairman of
the Australian Merchants' Association, has left
London for a trip to Australia and New Zea-
land. He proceeds first to Singapore and
Hongkong. The trip is undertaken for busi-
ness and health purposes combined, and will
make Mr. Tredwen's fourth visit to Australasia.THE *Daily Express* reports that a number of
city men, acting on Mr. Chamberlain's New-
castle speech, have registered the "John Bull
and Sons Syndicate, Limited." The object of
the syndicate is to deal exclusively with the
produce and products of the Empire. Accord-
ing to the *Daily Express*, it is intended to form
subsidiary limited liability companies in all the
British colonies.MR. George Wyndham, Secretary for Ireland,
replying to Mr. Asquith, said that British ship-
ping in 1911 years had increased 18 per cent.,
while that of Germany had increased 46 per
cent. The chairman of the Liverpool Steam-
ship Owners' Association, has strongly appeal-
ed to Mr. Balfour for protection, owing to the
disabilities and unfair competition British ship-
ping labours under.A MEETING of His Majesty's Justices of the
Peace was held in the Justices' Room, at the
Magistracy this afternoon for the purpose of
considering eleven applications for Publican's
and Adjunct Licences for the year 1913-1904.
There were present:—Messrs. T. Sercombe
Smith, J. H. Kemp, J. Dyer Ball, Captain
Lyons, A. D. C. Wolfe, A. S. Hooper, R. H.
Crisp and C. D. Melbourne. Publican's licences
were applied for by Harry Haynes, Hongkong
Hotel; Alexander Moir, Peak Hotel; James
Wm. Osborne, Kowloon Hotel; William Krater,
Rose Thistle and Shamrock Hotel; Annetta
Papier, Colonial Hotel; rs. Esth r Oliver,
New Travellers Hotel; Fred. Hoggard, Praya
East Hotel; and adjunct licences by Anthony
Milroy, Sailors' Home; Mrs. Mailda Moore,
Pelham House. The police having no objections
to make, all these applications were granted.BACKED by American capital, a German ex-
pedition of engineers and miners was to leave
early this month for Portuguese East Africa
to begin the development of what are
believed to be King Solomon's Ophir gold
mines. The expedition will be headed by
Dr. Carl Peters, the well-known German
colonial expert, who is confident that he
will succeed in locating the El Dorado of
the ancients in the north-western corner of
the Portuguese colony, close to the border
of Rhodesia. Operations will be begun
simultaneously at three points contiguous to
the Zambezi river—Inyafakura, Inyabanda and
Umlalia. Dr. Peters believes he has discovered
unassailable archaeological proof that this was
the region where David and Solomon obtained
the fabulous wealth they brought to Jerusalem.
One of the rediscovered mines has been
rechristened "Von Moltke" after the famous
Prussian General. As evidence of the Semitic
ancestors of the region, it is stated that the
natives are different from any other tribes in
Africa, being of distinctly Hebrew type. Their
dialect contains many traces of Semitic origin.C. WAY has been selected as the port at which
passengers from America by the projected fast
Canadian service shall be landed.The kidnappers of Mr. Wenz, a Virginian
millionaire, have fixed the ransom at £20,000,
instead of the original amount, £2,000.On the Happy Valley ground on Saturday, the
Hongkong Football Club scored a decisive
victory over the V.R.C. by 5 goals to nil.It is stated that Governor Chou Fu of
Shantung has chosen forty men of that
province to learn the profession of minting.
They have been assigned to the Tientsin
Government Mint.POPE Pius X has expressed his intention to
proclaim a jubilee year on the occasion of the
fiftieth anniversary of the proclamation by Pius
IX on December 8, 1854, of the dogma of the
immaculate conception.ARRANGEMENTS have been completed in Pre-
toria to draft 500 native convicts for surface
labour upon the Rand mines. The convicts will
be housed in compounds, as upon the Kimber-
ley diamond fields.LORD Rosebery has declined to be nominated
for the Chancellorship of Oxford University
(tendered vacant by the death of Lord Salis-
bury) in opposition to Lord Goschen, who
held office in both Gladstone and Salisbury
Cabinets.WITH the object of fostering the growing
demands in the States for Russian goods, the
volunteer fleet is organizing a regular passen-
ger and freight service to ports in North
America. The service will be inaugurated by
the steamer *Smolensk*, sailing shortly from
Vladivostok.THE Empress Dowager, hears the *Universal
Gazette*, is now indisposed. She is suffering
from headache and sleeplessness. It is be-
lieved that she worries herself too much over the
Manchurian question and other matters. She
still continues going to Court, to avoid any
criticism by the people.THE rainfall in England for the past year is
34½ inches, which is a record since 1824. As a
result of the excessively rainy conditions,
enormous damage has resulted to the crops
and much of the harvest cannot be gathered.
Potatoes are rotting, and ploughing and sowing
are impossible.ACCORDING to a report from Tongst a discovery
was made of a gold mine along the Vericol
River. The vein that was discovered is said to
be seven feet wide and the result of the assay
shows that out of 400 pounds of ore there
succeeded in getting from eight to fourteen
pounds of pure gold, and that is at the rate of
about thirty ounces to the ton.THE new Army Entrance Regulations for
candidates to Sandhurst and Woolwich provide
that prior to competitive examination they
must possess a preliminary qualification certi-
ficate similar to a leaving certificate. Impor-
tance is attached to Science and Modern
Languages. The age limit for entrance is
fixed from eighteen to nineteen and a half.REFERRING to the regulations recently pro-
posed by Viceroy Chang Chih-tung, and restrict-
ing Chinese students studying or to study in
Japan, the *Universal Gazette* bears that two
more clauses to the regulation have been added.
Article 1 stipulates that all Chinese students
now studying in Japan must carry out the re-
gulations otherwise, the Chinese Government
will not take into account the merits of their stu-
dies. Article 2 says that in case Japanese
schools, public or private, fail to observe the
regulations, the Chinese students which here-
after graduate from these schools shall be de-
prived of the special privileges offered them by
the Chinese Government. The Waiwupu has
duly notified the Governor of Hupeh of the
two articles in question.MR. E. W. Cole, of bookselling fame in Sydney
and Melbourne, has been in Japan for several
months. Mr. Cole does not believe in keeping
out the colored man and has published a small
book, entitled "A White Australia Impossible."
He has come to the East to arm himself with
stronger and more destructive argumentative
weapons. Australia has made a mistake—a
grave mistake, he said, and now that he has
seen with his own eyes what the Japanese are
capable of he has come to the conclusion that
the Colony will live to rue the day that she
passed such foolish legislation. Whilst in
Japan Mr. Cole spent most of his time
interviewing the leading men. The hand of
friendship was held out to Mr. Cole, his wife
and daughters who accompanied him, and he
was the guest at many a public function.
He did as much as he could to promote the
cause of the brotherhood of man and endeavoured
to force it home to the Japanese by having
medals made and distributed bearing the fol-
lowing inscription: "All men are brothers. The
people everywhere that we do not know are as
good as the people that we do know." Mr. Cole
had 1,000 made of nickel, which he distributed
amongst school children, and 100 made of
silver, which he gave to leading men. The
Japanese took to the idea well, and made
much of Mr. Cole and his family, the vernacular
papers in particular, booming him up in regular
theatrical style. Mr. Cole is now in Java
taking a snapshot study of the coloured question
there, and thence he will go to Australia.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.THE third-class British cruiser *Amethyst*, the
first turbine-fitted warship, has been launched
from the Elswick Yards. The *Amethyst* was
laid down in January, 1903. She is of 3,000
tons displacement, and her speed under natural
draught is 20 knots, with 7,000 indicated horse-
power. Her coal capacity at load draught is
only 300 tons. She is to be fitted with turbine
machinery by the Parsons Turbine Company,
and will have modified Yarrow boilers.

CRICKET.

The following are the scores in the matches
played on Saturday.

H.K. C.C. v. THE NAVY.

H.K. C.C.

T. Sercombe Smith (Capt.), b Meaden 13; F.
Maitland, b Moore 60; A. G. Ward, c de Paris,
b Meaden 87; Major Chichester, c and b
Silver 1; H. Hancock, b Meaden 33; W. C. D.
Turner, not out 12; H. Arthur, not out 10;
Extras 13. Total (5 wickets) 229. R. E. O.
Bird, W. Ross, Lieut. Rimington, S. F., and
A. R. Lowe did not bat.

THE NAVY.

Mr. Irwin, R.N., b Chichester 58; Mr.
Rowe, R.N., run out 5; Mr. Barnard, R.N., l.b.w.,
b Smith 25; L. Norfolk, R.N., c Turner, b
Chichester 1; Eng.-Lt. Moore, R.N., (Capt.),
c Rimington, b Lowe 66; Mr. F. H. Batchelor,
R.N., run out 8; Mr. Swan, R.N., b Rimington 5;
Mr. V. de Paris, not out 6; Mr. Meader, R.N.,
b Smith 1; Mr. C. Silver, R.N., c Rimington b
Smith 7; 11. Forbes, R.N., b Rimington 0;
Extras 13. Total 195.

CRAIGHOWER C.C. v. CIVIL SERVICE C.C.

CRAIGHOWER C.C.

A. O. Brown, l.b.w., b Jackman, 38; J. D.
Kinnaid, c and b Wicheh, 6; J. P. Jordan,
l.b.w., b Jackman, 3; E. Herton, c Jackman, b
Wicheh, 3; L. Lammet, c and b Wicheh, 4;
L. A. Rose, b Wicheh, 9; R. Basa, b Jackman,
3; R. Pestonji, c Atkinson, b Wicheh, 3; J.
Stuart, c and b Jackman, 2; H. Taylor, b Jack-
man, 0; E. Ford, not out, 0; extras, 2, total 72.

CIVIL SERVICE C.C.

R. Wicheh, b Pestonji, 0; Jackman, b Brown,
13; Dr. J. M. Atkinson, c Lammet, b Pestonji,
31; G. A. Woodcock, c Taylor, b Pestonji, 11;
J. Deveney, l.b.w., b Lammet, 10; L. E. Brett,
b Pestonji, 0; W. Pitt, not out, 4; extras 13, total
(6 wickets) 38. F. T. Robinson, Craigh, H. J.
Gidley, and W. H. Woolley did not bat.

H.M.S. "TAMAR" v. PARSEE C. C.

H.M.S. "TAMAR."

R. D. Forbes, c B. Mehta, b Noria 0; A. C.
Butt, c Cooper, b Noria 11; T. H. C. Smith, b
Noria 0; E. Crabtree, c Ruttonjee, b Captain 24;
H. S. Holgate, b J. N. Mehta 27; P. J. King,
b J. N. Mehta 0; A. E. Oliver, b Noria 10;
Hawkins, not out 13; Yates, b Noria 1; Corben,
not out 8; Extras 10; Total (8 wickets) 104.

PARSEE C. C.

K. D. Mistry, c Yates, b Crabtree 0; R. B.
Cooper, c Holgate, b Butt 21; J. N. Mehta, b
Hawkins 25; J. D. Noria, c Forbes, b Butt 8;
J. H. Ruttonjee, b Oliver 6; D. R. Captain, c
Forbes, b Hawkins 1; J. M. Master, c Lutt, b
Hawkins 3; N. B. Shroff, b Hawkins 4; B. K.
Mehta, l.b.w., b Crabtree 0; M. D. Vania, not
out 0; C. B. Morawala, b Hawkins 0; Extras 2;
Total 65.

A.O.C. v. R.E.

A.O.C.

Davies c Smith b Glassbrooke 12; Lillywhite
b Bowyer 11; Webb b Glassbrooke 1; Skinner
b Glassbrooke 10; Robinson c Jackson b Bowyer
7; McGibbin b Bowyer 2; Hatwell c Jackson b
Bowyer 6; Rutter b Bowyer 1; Bradford b Glass-
brooke 2; Burgess not out 1; Bromley c Chesney
b Glassbrooke 0; total 64.

R.E.

Lieut. Chesney c Burgess b Davies 24; Glass-
brooke c Burgess b Burgess 0; Smith c Webb
Davies 0; Meldrum b Davies 0; Jackson b Davies
0; Bowyer b Bradford 10; Tooney run out 7;
Barett b Bradford 0; Callaghan not out 0; Loader
b Davies 0; Wilkie c Webb b Davies 0; extras
0; total 41.

SHIPPING AND MAILS.

MAILS DUE.

French (*Salazie*) to-morrow.
Indian (*Lighthouse*) to-morrow.
Tacoma (*Tacoma*) 4th prox.
English (*Simla*) 5th prox.
Australian (*Chinglu*) 5th prox.
Indian (*Kumang*) 7th prox.
French (*Australis*) 8th prox.
German (*Kiutschou*) 8th prox.
American (*America Maru*) 8th prox.
Canadian (*Tartar*) 9th prox.
Tacoma (*Victoria*) 13th prox.
American (*Korea*) 15th prox.
American (*Guelic*) 23rd prox.The Glen Line s.s. *Glenloch* left Shanghai
on 28th inst., via Foochow and is due here on
3rd prox.The B. T. B. Co's s.s. *Lyra* sailed from
Tacoma for the usual ports and Manila on
25th inst.The A. A. Co's s.s. *Hermion* left Foochow
on Sunday afternoon, and is due here on 1st
prox., p.m.The C. & M. Co's s.s. *Perla* left Manila
yesterday, p.m., and is due here on Wednes-
day, at daylight.The Glen Line s.s. *Glenarry* from London,
&c., left Singapore on 28th inst., and is ex-
pected here on 4th prox.The N. G. I. S. S. Co's s.s. *Capri* left Singa-
pore for this port this morning, and is expected
to arrive here on 5th prox.The Imperial German Mail s.s. *König Albert*
which left here on 26th inst., a.m., arrived at
Shanghai yesterday, at 7 a.m.The H. A. L. s.s. *Ambrin* from Hamburg
left Singapore for this port yesterday at noon,
and may be expected here on or about 3rd prox.The P. & O. S. N. Co's s.s. *Simla* left
Singapore for this port on 28th inst., at 5 p.m.,
with the Outward English Mails, and is due
here on 5th prox., at about noon.The Imperial German Mail s.s. *Kiutschou*
carrying the German Mails with dates from
Berlin of the 10th inst., left Colombo on 28th
inst., and may be expected here on 8th prox.

THE Beer to drink in the tropics

TELEGRAMS.

(Reuters.)

Russia and Japan.

LONDON, 27th November.
The Morning Post understands that there is no truth in the reports that Japan is ready to abandon Manchuria to Russia in return for a free hand in Korea.

LATER.

It is stated in St. Petersburg that Viceroy Alexieff's return is delayed by the negotiations being carried on in the Far East, and that he has received the Tsar's orders to press matters with the Japanese Government while the latter is acting on foreign counsels in a pacific mood. Russia is doing everything to bring the negotiations to a conclusion.

Three-quarters of the Russian fleet is now massed in or moving towards the Pacific, and practically nothing is left in European waters.

The British M. P.'s in France.

At a brilliant banquet at the Grand Hotel, Paris, to the British M. P.'s the speeches were marked by the utmost cordiality on both sides. M. Combes who spoke decidedly in support of a 'good understanding' between the two nations was loudly applauded. Referring to the presence at the same table, without distinction of party, of representatives of the British and French people, he hoped the Arbitration treaty would prove a fruitful germ of future treaties.

Russian and the British Expedition to Tibet.

The Russian papers persistently discuss the British expedition to Tibet, enlarging on its effect, direct and indirect, upon Central Asia generally and because it will establish British prestige to the detriment of Russia. They also dwell on the necessity of thwarting the ambitious designs of Great Britain.

(N. C. D. News.)

The Crisis.

Tokio, 25th November.

The situation shows no improvement.
Japan's minimum proposals were submitted in October last, but Russia is still silent, which is producing a bad effect.
It is feared that unless the basis of an agreement is arranged before the opening of the Diet on the 6th of December next, the situation will possibly be carried beyond diplomatic control.

(Japan Exchanges.)

The Fiscal Campaign.

CHAMBERLAIN'S PROPAGANDA PROGRESSES.

London, 21st November.

Mr. Chamberlain's protective policy is steadily gaining ground in the country. He addressed a large and enthusiastic meeting at Cardiff yesterday night.

The Far East.

STATEMENT BY JAPANESE PREMIER.

Berlin via Shanghai, 21st November.
The Manchester Guardian publishes an account of an interview its correspondent has had with Count Katsura, the Premier of Japan. The Japanese Premier assured the representative of the Manchester paper that the negotiations with Russia will result in a peaceful settlement. The Berlin diplomats regard the news as accurate and satisfactory.—Maitchi.

THE "TAYUAN" EPISODE.

The N. C. D. News of 24th inst. says the manager here of the Osaka Shosen Kaisha, the owners of the Tayuan Maru, had received no details by letter yesterday morning of the recent tragic events on board, but the telegrams they received four or five days ago confirmed our correspondent's account. The Tayuan is commanded by Captain S. Kawai, and the chief engineer was R. Futatsugi; he had been four years in the service, and had always borne the character of being a very quiet, intelligent, respectable man in every way. The captain had, however, wired to the office here that there was something wrong with the chief engineer the day before the latter ran amok. It must have been a trying time for the three European passengers, and it seems certain that their lives and the vessel herself were saved by the coolness and presence of mind of the captain.

THE NINGHAI ANTI-CATHOLIC CRUSADE.

A Shanghai vernacular paper is informed by its Ningpo correspondent that since the anti-Catholic riot in Ninghai (Chekiang) the local civil and military officials have been ordered by Governor Nish to be sent to Hangchow for trial; several rioters have been beheaded and \$2,000 reward offered for the capture of the leader Wang Lih-tung who is still at large. The Catholic Bishop is greatly displeased with what he considers the apathetic efforts of the authorities to capture the said leader. The Consul General at Shanghai has, at the request of the Bishop, telegraphed to Governor Nish complaining that Wang had not been arrested and stating that if he was not arrested in 7 days he (the Consul General) would request the French Admiral to send gunboats to Ninghai, otherwise the case would never be settled. Governor Nish after receiving the above telegram at once wired the French Consul General asking him not to carry out his intention and at the same time strictly ordered the local authorities to increase their efforts in effecting the capture of the escaped bandit leader.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 17th November, 1903, at 3.45 p.m. Present:—Mr. E. A. Hewett (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickson, Messrs. C. Michelau, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood, and A. R. Lowe (Secretary).

MINUTES.
The minutes of meetings held on the 6th, 17th and 28th ult. were read and confirmed.

EXPLOSIVES ON BOARD STEAMERS IN THE HARBOUR.
The following correspondence was read:—

Hongkong General Chamber of Commerce, Hongkong, 19th October, 1903.
Sir,—I have the honour to acknowledge receipt of your letter of the 22nd ultimo in which you state that the Government sees no sufficient reason for altering the law as suggested in my letter of the 16th ultimo with regard to the conditions under which a vessel with ammunition on board may enter this harbour.

While the Committee of this Chamber regret that it is difficult to combat the decision of the Government for reasons which have not been expressed, they are loth to let the matter rest without again urging on the Government the desirability of amending the existing regulations, which they venture to submit do not conform to the modern necessities of the Port with regard to the treatment of goods in small quantities; these by the very fact of their being in small quantities place them outside the category of "dangerous goods". In the Treaty Ports of China such quantities, viz., ammunition containing in the aggregate not more than 100 lbs. of gunpowder, or 20,000 rounds of cartridges, are allowed to be carried by ships, as cargo, without the latter being asked to conform to special regulations, and if these regulations are sufficient in China, where of necessity the greatest care has to be taken to prevent the illegal importation of ammunition of war, it seems to the Committee of the Chamber similar conditions might reasonably be asked for in a port which prides itself, and derives its prosperity to a very great extent, by reason of its freedom from the annoyance and delays attaching to those ports where Custom Houses exist.

It appears to the Committee that it would be sufficient protection to the Colony if instead of the red flag rule and the obligation to lie in the "dangerous goods" anchorage, it was simply required that the Masters or Agents of those ships carrying small quantities of ammunition deposit with the Harbour Master a declaration in writing giving particulars of the dangerous goods carried, due notice also being furnished, if thought desirable by the Government, not only of all ammunition and explosives landed and shipped, but also of those retained on board in transit through the port.

The Committee of the Chamber are given to understand the flying of the red flag is desired by the Harbour Authorities to enable them to readily take note of all the vessels in the port having explosives on board.

If this is correct we would beg to suggest that while the red flag be retained for all vessels with sufficiently large quantities of explosives on board to necessitate their being in the dangerous goods anchorage, another signal be brought into use which, while conveying the necessary information to the Harbour Authorities as to explosives on board, will not interfere with the free movements of the vessel while in the harbour.

The Committee of the Chamber desire to point out that such a change would not apparently necessitate an alteration in the existing Dangerous Goods Ordinance, but might be effected by Regulations issued by the Governor in Council.

The Committee of the Chamber trust that on further consideration the Government will agree to make this concession; since as matters now stand a vessel with even only one case of safety cartridges on board must fly the red flag and must proceed to the Dangerous Goods anchorage unless permission to the contrary be received from the Harbour Authorities. This in most cases would mean the loss of several hours before the steamer can enter the harbour and proceed to a wharf or her moorings.—I have etc.,

(Sd.) EDWARD A. HEWETT, Chairman.

Hon. F. H. May, C.M.G., Colonial Secretary, Colonial Secretary's Office, Hongkong, 24th October, 1903.

Sir,—I am directed to acknowledge the receipt of your letter of the 19th inst. regarding the conditions under which a vessel carrying ammunition on board may enter this harbour, and to inform you that it has received the careful attention of the Governor. His Excellency, however, is still of opinion that no such alteration of the law as is contemplated by your Chamber is necessary. As to the argument that delay is caused by having to obtain the Harbour Master's permission to enter the harbour, the Government is informed by the Acting Harbour Master that in nine cases out of ten the shipping agents send him a copy of the manifest of the Dangerous Goods on board before the arrival of the vessel in question, and upon receipt of such manifest his instructions are issued forthwith. No delay, therefore, is caused by the present regulations in this respect.

Finally, His Excellency fails to see that there is any hardship involved in the flying of the red flag.—I have etc.,

(Sd.) F. H. MAY, Colonial Secretary, Secretary, Chamber of Commerce.

The contention of H.E. the Governor that there is no hardship involved in the flying of the red flag was not agreed with, and it was decided to address the Government on the subject again.

QUARANTINE AT BATAVIA.
Read correspondence placed at the disposal of the Chamber by the Colonial Secretary on 20th

ultimo relating to the inability of the Government of Netherlands India to remove the restrictions against arrivals from Hongkong until the port could be regarded as plague-free in terms of Chap. II Sec. II of the Venice Convention. The Chairman pointed out that a notification appeared in the Government Gazette of the 6th inst. withdrawing these restrictions.

CURRENCY QUESTION.

The Chairman said that the Committee had previously read the correspondence commencing in May last between the Chambers of Shanghai, Tientsin and Hongkong which resulted in the drawing up of a joint Memorial addressed to the Diplomatic Body at Peking on the subject of the Currency of China.

The Memorial and the closing letters were laid on the table.

Shanghai, 6th August, 1903.
To His Excellency E. H. Conger, Minister for the United States of America, and Doyen of the Diplomatic Corps, Peking.

Sir,—We, the undersigned Chambers of Commerce of Shanghai, Hongkong, and Tientsin, respectfully beg to bring to your notice the serious disabilities under which this country labours by reason of the violent fluctuations in the Gold value of Silver, and the pressing need thereby occasioned for the prompt introduction of remedial measures.

In approaching this subject we are fully aware of the difficulties with which it is surrounded, but while in no way seeking to minimise these difficulties we venture to think that if the Treaty Powers show their desire to render to China their sympathetic assistance, she may be encouraged to take the initiative in endeavouring to extricate the country from the financial confusion into which it has drifted and to avert the ruin which further inaction seems to threaten.

Under Clause 11 of the treaty recently concluded with Great Britain, China agrees to take the necessary steps to provide for a uniform National Coinage, and it is in the fulfilment of this clause of the treaty (which to be effective must include the absorption of the Provincial Mints) that we recognise the preliminary step to the much needed reforms.

It is hardly necessary to point out how essential it is to the Powers carrying on trade with China—and no less to China herself—that this question of a uniform coinage, as a preliminary step to the establishment of a currency on a gold basis, be taken in hand at once, nor, on the other hand, to demonstrate the dangers attendant on delay. It is only too well known by traders that the constant fluctuation of silver, converting, as it may, a profitable contract into an ultimate loss, engenders a feeling of insecurity in all commercial transactions which cannot fail to hinder the expansion of trade.

Moved by these considerations and feeling confident that whatever measures may subsequently be found to be desirable or feasible, the first step is the establishment of a National Coinage, as provided for by treaty, we respectfully beg that the Representatives of the Treaty Powers in Peking lose no opportunity of urging upon the Chinese Government the imperative necessity of taking this matter in hand without delay.

We have the honour to be, Sir, Your obedient servants, (Sd.) R. INGLIS, Chairman, Shanghai General Chamber of Commerce.

EDBERT A. HEWETT, Chairman, Hongkong General Chamber of Commerce.

J. M. DICKINSON, Chairman, Tientsin General Chamber of Commerce.

Names of Ministers, etc. in Peking to whom copies of the Currency Memorial were sent:—Mons. d'Almeida, Chargé d'Affaires for Portugal.

H.E. P. Lessar, H.I.R.M. Envoy Extraordinary and Minister Plenipotentiary.

H.E. Uchida Yasuya, H.I.J.M. Envoy Extraordinary and Minister Plenipotentiary.

H.E. Count G. Gollina, H.I.I.M. Envoy Extraordinary and Minister Plenipotentiary.

H.E. Sir Ernest Satow, G.C.M.G., H.B.M. Envoy Extraordinary and Minister Plenipotentiary.

H.E. Dr. Von Schwarzenstein, H.I.G.M. Envoy Extraordinary and Minister Plenipotentiary.

H.E. G. Lubail, Envoy Extraordinary and Minister Plenipotentiary for France.

H.E. Baron Czikann de Wahlbor, His Imp. and Apostolic Majesty's Envoy Extraordinary and Minister Plenipotentiary.

H.E. M. Jonstons, Envoy Extraordinary and Minister Plenipotentiary for Belgium.

Mons. W. J. Oudendijk, Chargé d'Affaires for the Netherlands.

H.E. B. J. de Cologan, Envoy Extraordinary and Minister Plenipotentiary for Spain.

Tientsin General Chamber of Commerce, Tientsin, 14th October, 1903.

Sir,—I have the honour to enclose—(a) Copy of a letter from the Senior Consul at Tientsin under date, Tientsin, 13th October.

(b) Copy of a letter from the Doyen of the Diplomatic Corps under date, Peking, 8th October.

(c) Copy of my reply to the Senior Consul at Tientsin.

to the Shanghai and Hongkong Chambers in due course.—I am, etc.,

(Sd.) L. C. HOPKINS, Consul General.

J. M. Dickinson Esq., Chairman, Tientsin Chamber of Commerce.

AUSTRIAN-HUNGARIAN LEGATION IN CHINA. (DECANAT.)

(Translation.)

Sir,—I have been honoured by you with a petition of the Chamber of Commerce of Tientsin, Shanghai and Hongkong, by which these bodies have expressed their desire to see a uniform coinage adopted in China.

The Diplomatic Body is highly interested with a question of this nature and greatly appreciates the efforts and zeal of the Chambers of Commerce.

I shall feel obliged if you will communicate this reply to the Chairman of the said three Chambers.—I have etc.,

(Sd.) M. OZIKANN, The Senior Consul, Tientsin.

Tientsin General Chamber of Commerce, Tientsin, 14th October, 1903.

Sir,—I have the honour to acknowledge receipt of your letter under yesterday's date enclosing a copy of a communication addressed to yourself as Doyen of the Consular Corps at Tientsin by Baron Ozikann, the present Doyen of the Diplomatic Corps, and having reference to a letter under date of the 10th ultimo, addressed to that body by the Chamber of Commerce at Hongkong, Shanghai and Tientsin.

In accordance with your wishes I will communicate this reply to the Chambers concerned.—I am, etc.,

(Sd.) J. M. DICKINSON, Chairman.

L. C. Hopkins, Esq., H.B.M. Consul General and Senior Consul, Tientsin.

CONSTRUCTION OF RIVER STEAMBOATS.

IN THE PHILIPPINES.

The navy yard of the Manila Navigation Company has been removed from Mariveles to Pandacan, where seven stern-wheel steamboats are being constructed for river and lake commerce. These boats have a mean length of 90 feet, with beam of 20 feet each. The first one will be launched some time next week for a trial trip, and considerable interest attaches to it.

These vessels, when loaded, only draw eight feet of water.

This company in reality is a New York concern. Charles H. Trent, millionaire, is its President, Mr. McNabb, its Secretary and J. H. Greefkins its manager. Mr. Greefkins is superintending the work at Pandacan. He is assisted by F. A. Johnson, who is recognised as the Chief Engineer.

There are great expectations on the occasion of the first trial trip. Coastwise men are much interested in the venture, for with given assurance of its success, river, lake and coast commerce will rapidly revolutionize. The boats are being constructed at an expense of 20,000 pesos each. Sixty men comprise the working force at the yards.

The Company has decided to establish permanent construction yards at Pandacan, and is, therefore, building machine shops and constructing a marine railroad for company use at that point.

After the launching of the first craft, one will be completed every two months until the remaining six are upon the waters, when, if success attends all efforts, the business of construction will be extended until the demands on shallow water traffic have been fully covered.—E. R.

REGIMENTAL BANDS AND RED TAPE.

One of the principal recommendations made by the Committee which considered the question of the expenses of Army officers was that officers should no longer be compelled to contribute to a fund for the upkeep of the regimental band. This recommendation is to be carried out at once, and the War Office, in order that bands shall not suffer by the change, will double the allowance of £80 made for their upkeep. The bands will, however, in future, be entirely under War Office control.

Whether this arrangement will work more satisfactorily, as far as regimental music is concerned, is problematical. Military bands now-a-days are the chief and the most efficient expositors of popular and good music. The bandmasters are, in the great majority, highly trained musicians, enthusiastic in their profession, and doing excellent work in the perfecting of their particular branch of it. It would be a grievous pity were the change to result in any restriction being placed on their activities, or undue official interference crippling their work.

Unfortunately, official control is seldom encouraging or helpful to art, and it is to be feared that unless definite steps are taken to give the bandmasters as free a hand as possible, red tape may deprive them of their initiative, and make them mere machines, grinding out music of an inferior character with unsuitable instruments. The public, no less than the Army, is interested in seeing that this does not happen.

At the present time our regimental bands are such as any nation might well be proud of.—E. R.

(Sd.) J. M. DICKINSON, Chairman.

To the Chairman, Chamber of Commerce, Hongkong.

H. B. M. Consulate General, Tientsin, 13th October, 1903.

Sir,—With reference to your letter of the 10th September enclosing a communication from the Chambers of Commerce of Shanghai, Hongkong and Tientsin, for transmission to the Doyen of the Diplomatic Body at Peking, which document I duly forwarded to its destination on the 11th September, I beg now to inclose a copy of the reply received yesterday from Baron Ozikann, the present Doyen, to your letter. May I ask you to communicate the same

to the Shanghai and Hongkong Chambers in due course.—I am, etc.,

(Sd.) J. M. DICKINSON, Chairman.

L. C. Hopkins, Esq., H.B.M. Consul General and Senior Consul, Tientsin.

The U. S. gunboat Wilmington expects to leave port on Tuesday for Hongkong, via Ningpo, Wenchow, Foochow, Amoy and Swatow. Upon arrival at Hongkong her crew will be transferred to the naval transport Solace for transportation to the United States, where, with the exception of three or four men, her crew of over two hundred men will be paid off, their time of service having expired. The vessel will be manned with a new crew, and after the winter manoeuvres will go to Cavite, and out of commission, for repairs.—M. C. D. News.

AGRICULTURE IN CHINA.

Professor Honda Kosuke, doctor of agriculture of the Imperial University at Tokyo, accompanied by Assistant Professor Yoshikawa Suketaru, left Japan the beginning of June of this year for South China. The object of their trip to China was to look into the agricultural developments of South China from a scientific, as well as from a practical standpoint. They have returned home recently. They went from Shanghai up the Yangtze Valley to Hankow, then came down to Suchau, and from there went up to North China, through Fuchau, and there investigated the only one fruit orchard of any consequence in North China, and looked into their methods of horticulture. In North China they noted the utter lack of knowledge of scientific agriculture. The farmers there seem to hold to the old primitive style of cultivating the soil and the professor could not see any change in their methods since the days of their forefathers. In North China the principal products are corn and beans. From there they went down to South China. There the natural resources and conditions for agriculture are much more favourable than in North China. Not only do they have irrigation advantages through canals and rivers, but also through the overflow of the Yangtze. Like the Nile, the soil is given an annual renewal of youth, as it were, and the rice fields are pretty richly laden with rice, and the cotton fields are fair.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The settlement passed off satisfactorily. A small lot of China Sugars offered at \$104 was readily taken up, and there are buyers at the rate. There are indications of a "bear" influence operating against this stock, but with the "bulls" on the qui vive, the outcome is particularly interesting to watch. There is no change to report in other stocks.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2
" Bank Bills, on demand 1/8 15/16
" Credits, 4 months' sight 1/9 5/16
" D'ments 4 months' sight 1/9 7/16
ON BERLIN, (demand) M.L. 1/8 1/2
ON PARIS, Bank Bills, on demand 2/19
" Credits, 4 months' sight 2/23
ON NEW YORK, Bank Bills, on demand 42 1/2
" Credits, 30 days' sight 42 1/2
ON BOMBAY, Telegraphic Transfer 129 1/2
" On demand 130
ON SHANGHAI, Telegraphic Transfer 7 1/2
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 84 1/2
Sovereigns, Bank's Buying Rate \$11.50
Gold Leaf 100 touch, per tael 50.00
Bar Silver 26 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW @ 920/960
" LAST YEAR @ 1,010/1,060
" OLDEST @ 1,080/1,120
PATNA NEW @ 1,040
BENARES NEW @ 1,045
PERSIAN (PAPER) @ 800/840

To-day's Advertisements.

CHATRE'S NEW INDIAN CIRCUS.
Patronised by H. M. the Empress Dowager and other Royalty of China.

CHANGE OF PROGRAMME.
TO-DAY, (MONDAY), 30th November, 1903, in a
CIRCUS TENT NEAR CENTRAL MARKET MARINE LINE.

MENAGERIE of highly trained animals, including
LIONS, TIGERS, ELEPHANTS, LEOPARDS, &c.
MARVELLOUS GYMNASTIC EXERCISES.
WONDERFUL ACTS IN BAREBACK RIDING.

RUSSIAN SINGING AND DANCING.

Particulars from the Expresses.
Tickets can be obtained from
H. RUTTONJEE,
5, D'Aguiar Street, Hongkong, and
37 & 38, Elgin Road, Kowloon.
Hongkong, 30th November, 1903. [1416e]

FOR KOBE AND YOKOHAMA.

THE H.A.L. Steamship

"AMBRIA"
Captain Duckstein, will be despatched for the above Ports, on SUNDAY, the 6th proximo, at Daylight.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th November, 1903. [1427e]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).
THE Steamship

"PRONTO,"
Captain Grandt, will be despatched for the above Ports on TUESDAY, the 8th proximo, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th November, 1903. [1429e]

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Gibson, will be despatched for the above Ports, on WEDNESDAY, the 2nd proximo, at Daylight, instead of as previously advertised.

For Freight or Passage apply to
DOUGLAS, LAFLAIX & Co.,
General Managers.

Hongkong, 30th November, 1903. [1425e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.

THE Company's Steamship

"PALAMCOTTA,"
Captain J. B. Pearson, will be despatched as above on WEDNESDAY, the 2nd December, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 30th November, 1903. [1417e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 1st December, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 30th November, 1903. [1428e]

Intimations.

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1410e]

THE POPULAR

SCOTCH

IS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 22nd December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 8th December.
MARSEILLES, LONDON & ABERDEEN	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 5th January.
MARSEILLES, LONDON & ABERDEEN	"YANGTZE"	On 12th January.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 22nd January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "CALCHAS" left Victoria, B.C., on the 25th inst., for this via Japan ports.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"TAIWAN"	1st December.
SHANGHAI	"KANGHOU"	2nd "
MANILA	"KATONG"	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
SPORE, SAMARANG and SOERABAYA	"SHANTUNG"	4th "
ILOILO and CEBU	"NANOHANG"	5th "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th November, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	A. H. Notley	ILOILO and CEBU	FRIDAY, 4th Dec., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th Dec., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 12th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 30th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	TUESDAY, 1st Dec.
FOR FOCHOW	"ANPING MARU"	I. Goto	FRIDAY, 4th Dec.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SATURDAY, 5th Dec.
FOR TAMSUI	"DAI MARU"	T. W. Groves	THURSDAY, 10th Dec.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China
and Formosa, and are fitted with all modern improvements. Excellent accommodation is
provided for 1st class passengers, and a duly qualified doctor is carried.All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the
Government Marine Surveyors, and are registered in the highest class at Lloyd's.Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S
steamers from Shanghai.For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at
No. 5, Des Voeux Road Central.

Hongkong, 30th November, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 5th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 26th November, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"THALES,"
Captain Robson, will be despatched for the
above Ports, TO-MORROW, the 1st proximo,
at Daylight.For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 30th November, 1903. [1474e]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship"LAISANG,"
Captain Tadd, will be despatched as above
TO-MORROW, the 1st December, at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th November, 1903. [1418e]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MAN-
ZANILLO, MEXICO AND
SAN FRANCISCO.THE Steamship
"ATHOLL,"
Captain Watt, will be despatched for the above
Ports, on WEDNESDAY, the 2nd December,
at Noon.For Freight, apply at the Company's Offices,
No. 20, Des Voeux Road.J. S. VAN BUREN,
Superintendent.

Hongkong, 14th November, 1903. [436e]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS)PROPOSED SAILINGS FROM HONGKONG,
1903.

Ship	About
"ORO"	21st Nov.
"ORONO"	8th Dec.
"LOWTHER CASTLE"	15th Dec.
"SIKH"	24th Dec.
"SAGAMI"	5th Jan.
"LENNOX"	15th Jan.
"AFRIDI"	27th Jan.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 17th November, 1903. [1394e]

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG—MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.Passage Fare, \$4 Single Journey.
Meals \$1 each.The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322e]

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M. from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
11th Floor, North Victoria Street.

Hongkong, 7th September, 1903. [1079e]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.



Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
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Hongkong, 14th May, 1896. [18]

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Manager.

Hongkong, 1st April, 1903. [19]

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast beside the Time-ball at Kowloon Point
for the information of masters of vessels leaving
the port. They do not imply that bad weather
is expected here:—A DRUM indicates a typhoon to the East-
ward of the Colony, (i.e., in the East
quadrant, N.E. to S.E.)A BALL indicates a typhoon to the West-
ward of the Colony, (i.e., in the West
quadrant, S.W. to N.W.)A CONE Point Upwards indicates a typhoon
to the Northward of the Colony, (i.e., in
the North quadrant, N.W. to N.E.)A CONE Point Downwards indicates a ty-
phoon to the Southward of the Colony,
(i.e., in the South quadrant, S.E. to S.W.)Red Signals indicate that the centre is believ-
ed to be more than 300 miles away from
the Colony.Black Signals indicate that the centre is be-
lieved to be less than 300 miles away
from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind
is expected to veer.Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the
wind is expected to back.The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on
H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company,
Kowloon.

WEATHER-FORECASTS and STORM-

WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours,

day or night, whenever necessary. Informa-

tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in theFar East, together with Remarks, Weather
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of

Storms in the Eastern Seas."

F. G. FLOOD,

Acting Director,

Hongkong Observatory, 24th July, 1903.

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